WRITTEN ASNWERS TO STARRED QUESTIONS

Mass Transit Systems

*602. SHRI SANJAY RAUT: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the details of steps taken or proposed to be taken for the successful implementation of Mass Transit Systems (rapid bus and rail based) in various parts of the country while seeking rapid growth of urban population and its deterioration impact on urban transports;

(b) whether Government have received any proposal from various parts of the country;

(c) if so, the details thereof and Government's response thereto;

(d) whether Government have made any comprehensive project with regard to Mass Transit System; and

(e) if so, the details thereof?

THE MINISTER OF -URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) The details of steps taken or proposed to be taken by the Government for successful implementation of Mass Transit Systems (rapid bus and rail based) in various parts of the country are as under:—

(i) National Urban Transport Policy (NUTP) was formulated by the Govt, in consultation with the State Governments and circulated to all stake holders in May, 2006. The objective of this policy is to ensure safe, affordable, quick, comfortable, reliable and sustainable access for the growing number of city residents to jobs, education, recreation and such other needs within the cities. This is sought to be achieved by various measures including greater use of public transport and non-motorised modes by offering Central financial assistance for this purpose, enabling the establishment of quality focused multi-modal public transport systems that are well integrated, etc. This policy lays down broad guidelines for guiding investments in urban transport.

(ii) Govt of India has launched the Jawaharlai Nehru National Urban Renewal Mission (JNNURM) on 3.12.2005 that *inter-alia* seeks to bring about comprehensive improvements in urban infrastructure, including urban transport, committing sustaintial funds for this purpose and requiring a series of reforms that would make the investments sustainable. AH State Governments have been advised to ensure that projects proposed under JNNURM in the urban trasnport sector the NUTP compliant.

(iii) Guidelines for preparation of Detailed Project Report for Integrated Mass Transit System development plans (both bus and rail based) have been circulated to all State Governments for their guidance and implementation. The adherence to these guidelines in their project proposals is being insisted upon.

(iv) Central financial assistance in the form of viability Gap funding is also available for urban transport projects under the scheme for financial support to Public-Private Partnerships in Infrastructure of Ministry of Finance. Detailed guidelines for availing Central Financial Assistance under this scheme has been circulated to all States.

(v) Capacity building efforts in urban transport sector have been undertaken through organization of a number of workshops across the country with the help of National and international experts to provide necessary hand holding and facilitate peer learning. Exercise for development of tool kits/guidelines for sustainable urban trasnport programme, planning, strategy, technology neutral bidding, model concession agreement for metro projects, etc. has also been taken up. This, however, is an ongoing process.

(b) and (c) Details of proposals received from various parts of the country and Government's response thereto are given in the Statement enclosed (See below).

(d) and (e) Urban Transport is a State subject. The projects are normally city based. Therefore, these have to be formulated by the concerned city/ State. Central Govt, has not made any comprehensive project With regard to Mass Transit Systems.

Statement

Details of proposals (rapid bus and rail based) received from various parts of the country

(A) Details of Rail based Mass Rapid Transit Systems

SI. No.	City	Pnojec	Cost (Rs. In crore)	Status
1.	Delhi	Delhi MRTS Phase II Vishva Vidyalaya-Jahangir Puri-6.36 km Central Sectt-Qutab Minar-12.525 km Shahdara-Dilshad Garden-3.09 km Indraprastha-New Ashok Nagar-8.07 km Yamuna Bank-Anand Vihar ISBT-6.16 km Kiriti ftagar-Mundka-18.47 km (along with operational link to Inderlok)	8676	Sanctioned on 30.3.06 and revised alignment for IIT-Qutab Minar on 4.12.06
		Central Sectt-Badarpur 20.16 km	4012	Approved on 20.4.07
		High Speed Express Link 19.2 km from New Delhi Railway Station to IGI Airport	3076	Approved on 20.4.07
2.	Gurgaon	Extension of Delhi Metro from 14.47 km Ambedkar Colony in Delhi to Sushant Lok in Gurgaon	1600.92	Sanctioned on 4.12.06
3.	NOIDA	Extension of Delhi Metro from 7.00 km Anand Vihar ISBT in Delhi to Sector 32 in NOIDA	840.66	Approved in principle on 17.10.06 subject to approval of Govt, of NCT of Delhi being 50% owner.

4. Bangalore	Bangalore Metro Rail Project 33.00 km	6395	Approved. Work started
5. Hyderabad	Hyderabad Metro Rail System 66.39 km	8760	State Govt has sought viability gap funding of
	Miyapur-LB Nagar-29.87 km Secunderabad-Falaknuma-14.78 km Habsiguda-Shilparamam-21.74 km		Rs. 1692 crore for which meeting of Empowered Institution in Deptt of Economic Affairs was held on 1.5.07. State Govt, has been given go ahead for calling technical proposals.
6. Mumbai	Mumbai Metro Rail Project Phase I		
	Versova-Artdheri-Ghatkopar-11.07 km	2356	State Govt, has sought viability gap funding of Rs. 650 crore. Empowered Committee has decided that this may be taken up under JNNURM
	Second corridor		
	Charkop-Bandra-Mankhurd-31.87 km.	6192	State Govt, has decided to implement the project on BOOT basis Empowered Institution of Deptt. of Economic Affairs has given go ahead for calling technical proposals.

SI. No.	City	Project	Cost (Rs. In crore)	Status
7.	Ahmedabad	North-South (Aksharadham-32.65 Km APMC Vasana via Motera, Ashram Road) (b) East-West Corridor-10.9 Km. Ahmedabad-Thaltej via Delhi Darvaza)	4305	The Govt, of Gujarat is yet to identify the private partner and draft the Concession Agreement.
8.		Kochi Metro:		
		Alwaye to Petta (Tripunithura)-25 3 km.	1966	The State Government was advised to adopt a technology - neutral bidding process and pose it for Central assistance under scheme for Support to Public Private partnership in Infrastructure.
9.		Chandigarh MRTS: (Monorail)		A committee of experts has been set up to suggest the best mode of urban trasnport for Chandigarh.
10.		Chennai Metro: Tollgate to Chennai Airport-27.5 km. Chennai Fort to Guindy-22.5 km.	9347	Only draft report received. State Government is yet to send the final approved report.
11.		Kolkata Metro: East-West Metro Corridor from Rajharghat to New Das Nagar-22 3Km	4195	The project has been proposed for JBIC (Japan Bank for International Cooperation) loan under the Rolling Plan 2008-09.

Elevated MR75-32.3 Km. North-South Esplanade to China More-23.8 km. East-West Moulali to New Garia-8.5 Km.	State Govt, has informed that they will be taking up this project on Public-Private Partnership mode (PPP)

(B) Details of Bus Rapid Transit System (BRTS) Proposals Approved under JNNURM

(Rs. In crore)

SI. No.	City	Project	Total approved cost	Total Central Assistance(CA) admissible
1	2	3	4	5
1.	Ahmedabad (a)	BRTS-construction of 12 Kms. long stretch ((Stretch-1 of phase) BRT Roadway and carrying out detailed studies and engineering of remaining stretches	87.60	30.66
	(b)	BRTS-remaining stretch of 46 Kms.	405.72	142.20
2.	Bhopal	BRTS-construction of 21.715 Km. long BRT System (Pilot corridor)	237.76	118.88
3.	Pune (a)	Pune-Pilot BRT proposal (13.2 kms.)	62.32	31.16
	(b)	Pune-BRT proposal Phase-I (52.5 kms.)	476.155	238.077
	(c)	Development of Infrastructure for Commonwealth Youth Games 2008 in Pane (36 Kms.)	268.65	134.33
4.	Indore	Construction-of 11.45 Km long BRT System	96.45	49.22
5.	Vijayawada	BRTS system On Bandar Road Corridor (15.50 Km.)	152.64	76.32
	Total:	208.365 kms.	1789.295	820.847

Other BRTS proposals received

(Rs. in crore)

City	Project	Total cost	Remarks
Vishakhapatanam	Introduction of BRTS System-(43 km.)	452.93	DPR has been appraised.

City	Project	Total cost	Remarks
Mysore	Introduction of BRTS system-(4S km.)	541.71	UPR returned to the as it contained inconsistencies. Fresh DPR to be submitted as per DPR guidelines circulated by Ministry of Urban Development

Correct estimate of poverty

*607. SHRI RAHUL BAJAJ:
SHRI RAJKUMAR DHOOT:

Will the PRIME MINISTER be pleased to state:

(a) the technically correct estimate of poverty in country during 2004-05 as there are two estimates floating around, one of 22 per cent, which is being used generally by the media and Government and another of 27.5 per cent which the Economic Survey states is the one that is comparable to the figure of 36 per cent of 1993-94;

(b) If the latter is correct, whether it is a fact that poverty in the last ten years has reduced more slowly than in the 1980s; and

(c) if so, the reasons for which the figure of 22 per cent is being used by Government?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI M.V. RAJASEKHARAN): (a) The Planning Commission estimates the incidence of poverty at national and state level from the large sample survey on household consumer expenditure conducted by the National Sample Survey Organization (NSSO) at an interval of approximately five years following the methodology contained in the Report of the Expert Group on Estimation of Proportion and Number of Poor (Lakadawala Committee).

On the basis of the latest large sample survey data on household consumer expenditure (61st Round of NSS), covering the period July, 2004 to June, 2005 [Report No. 508 (61/1.0/1)], two different consumption distributions for the year 2004-05 have been obtained. The first one from